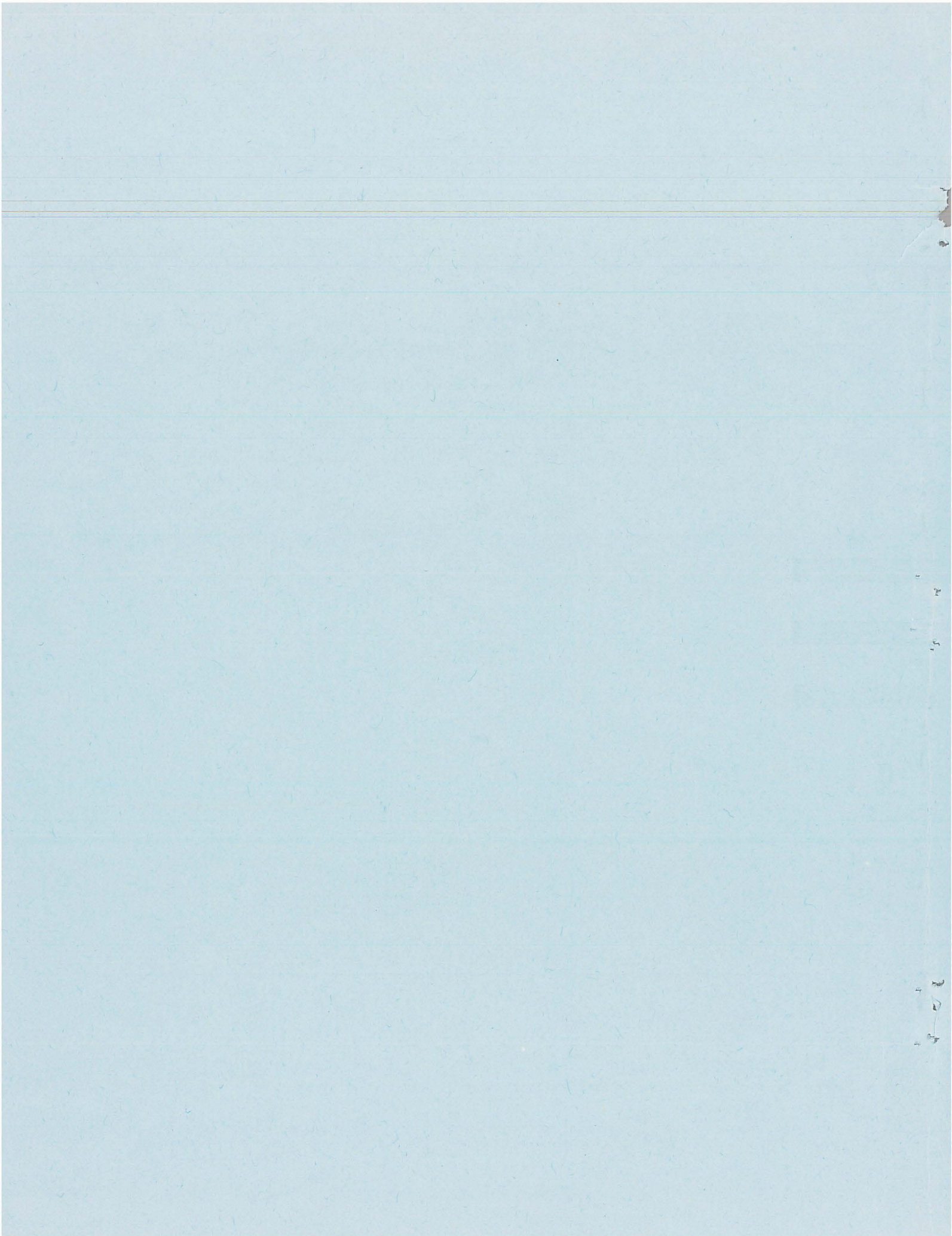




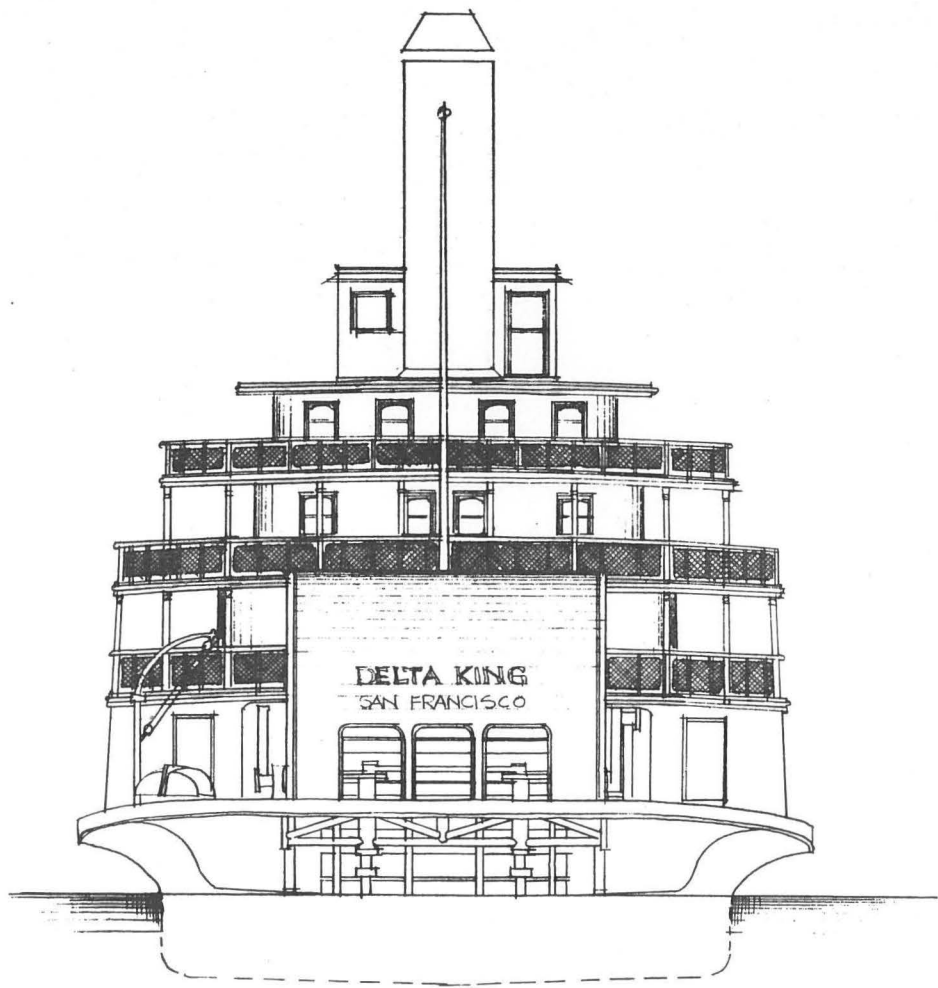
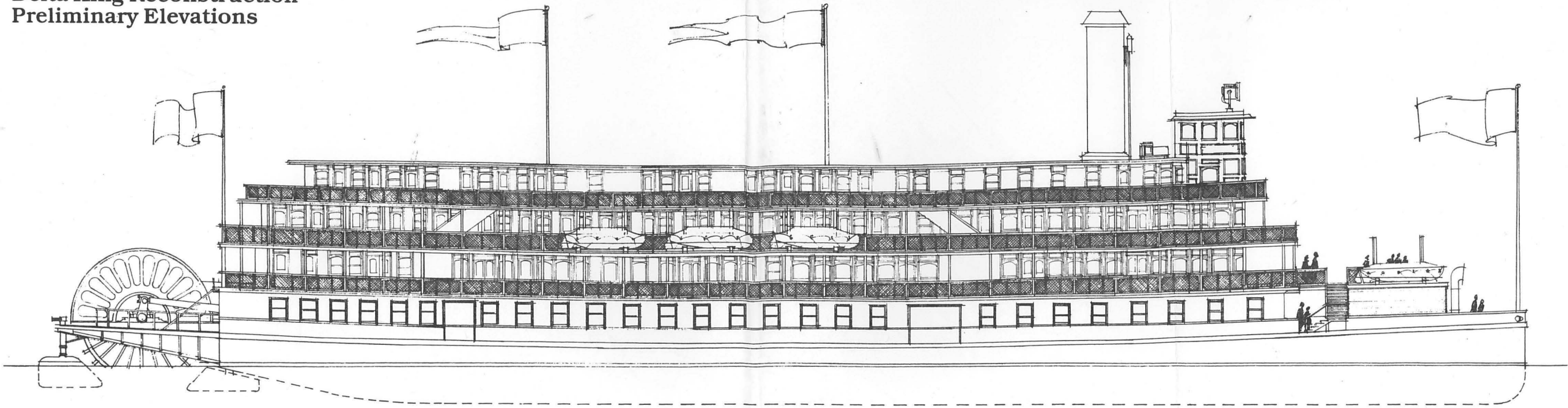
PRELIMINARY PLAN

**RESTORATION & PRESERVATION OF
THE RIVERBOAT DELTA KING**

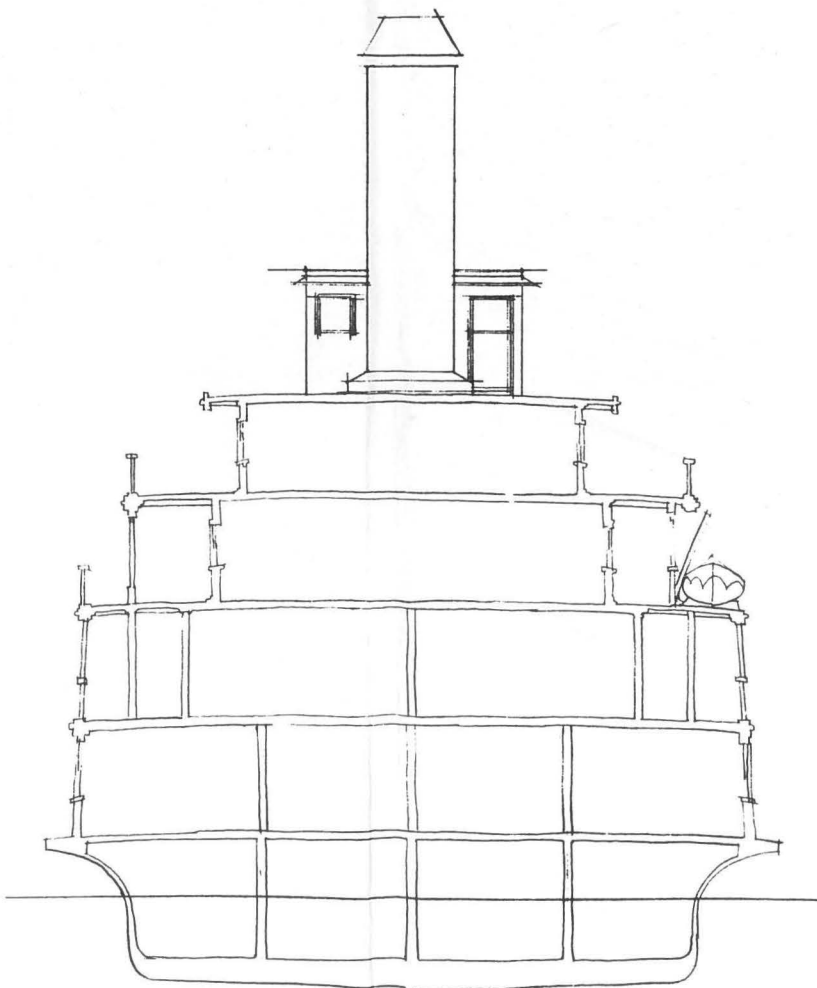
**EXHIBITION OF DELTA KING WITH FLEET OF
HISTORIC VESSELS IN AQUATIC PARK LAGOON**



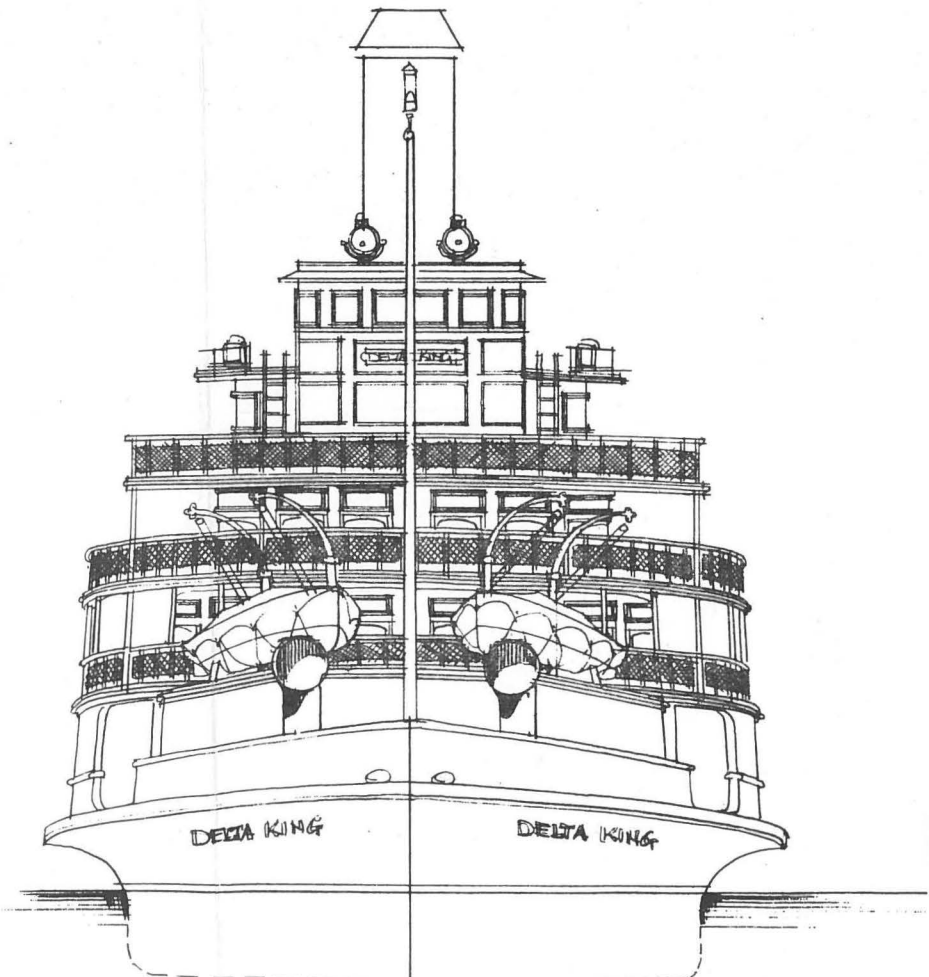
Delta King Reconstruction
Preliminary Elevations



STERN ELEVATION



MIDSHIP SECTION



BOW ELEVATION

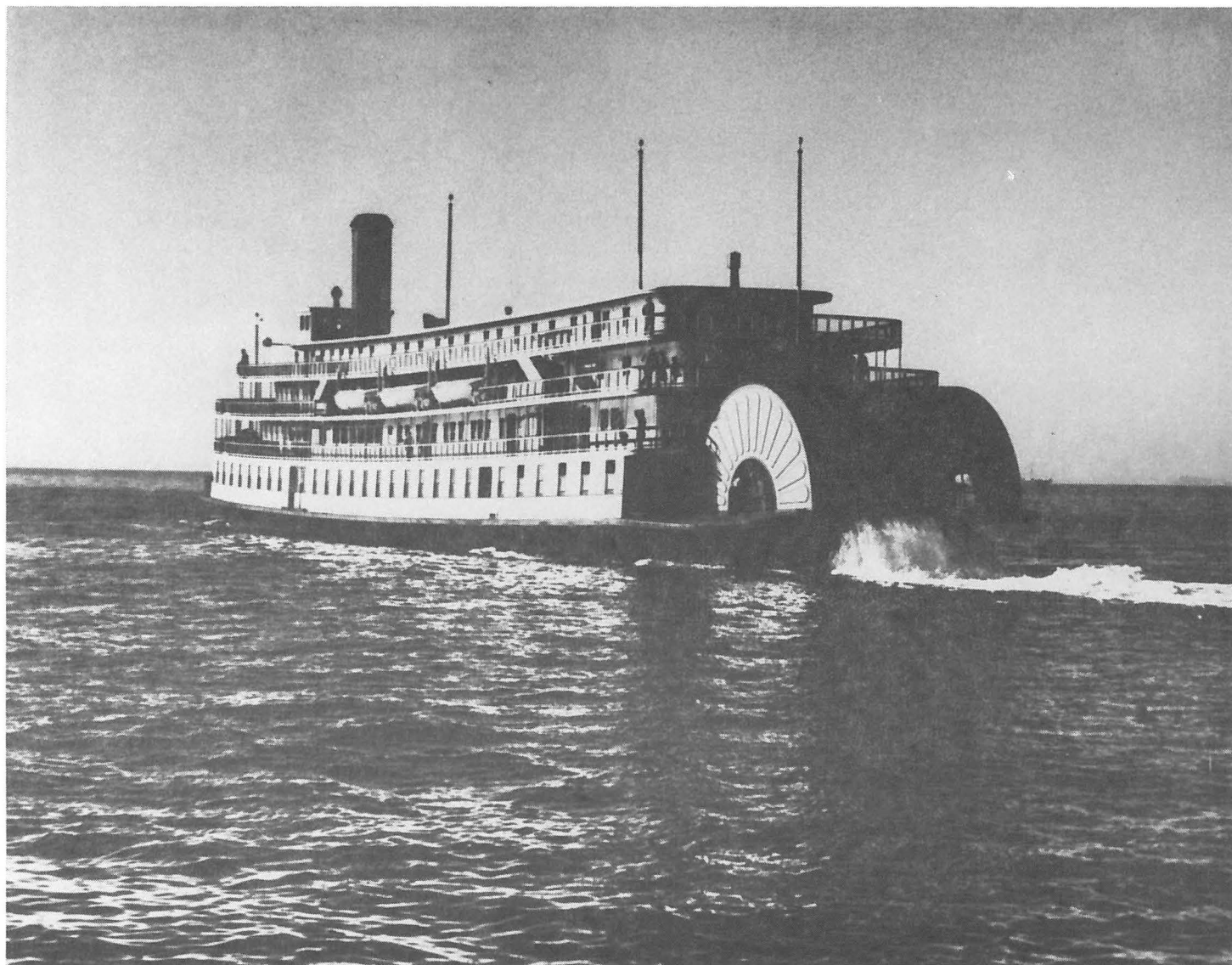
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Table of Contents

Restoration & Preservation Of The Riverboat Delta King

	Page
PROJECT SUMMARY	5
Summary Of Benefits	10
THE LOCATION: ITS HISTORY AND USE	11
DELTA KING AS HISTORIC VESSEL	17
DELTA KING AS PUBLIC AMENITY IN AQUATIC PARK LAGOON	21
DELTA KING AS PRIVATE CONCESSION TO FUND HER HISTORIC PRESERVATION	25
FUTURE DEVELOPMENT OF AQUATIC PARK UNDER THE GENERAL MANAGEMENT PLAN OF GGNRA	33
ENVIRONMENTAL CONSIDERATIONS	41
PROJECT JURISDICTION AND SPONSORSHIP	47
REQUEST FOR COMMENTS AND SUGGESTIONS	54
EXHIBITS	
Delta King on San Francisco Bay in 1926	1
Preliminary elevations for Delta King reconstruction	3
Aerial photo of Aquatic Park Lagoon	13
Delta King steaming past Telegraph Hill	19
Delta King with surrounding buildings	23
Delta King adjacent to National Maritime Museum	27
Overview of Aquatic Park Lagoon	35
Delta King's grand staircase	49
Organizational chart	55

(191366)



Delta King, under full steam on San Francisco Bay shortly after construction in 1926, was one of the finest and most luxurious sternwheel riverboats ever built for passenger and trade service between San Francisco and Sacramento.

PROJECT SUMMARY

Background

Delta King is the last of the great California riverboats available for restoration. This historic (1926) sternwheeler, which transported cargo and passengers between San Francisco and Sacramento on the Sacramento and San Joaquin rivers, is the very best example of the reported 281 riverboats which plied the waters of this state during the era of riverboat trade. Over many years it has been the objective of various groups and individuals to preserve at least one of these representatives of the colorful past--with Delta King usually being the most desired. Because of the enormous expense involved in the restoration, maintenance and moorage of such a vessel, and the absence of public or private funds to underwrite such costs, no one has been successful in preserving a riverboat for the San Francisco Bay Area.

Now only the possibility of Delta King remains.

Concept

In July 1981, Delta King Enterprises acquired Delta King in damaged condition (she had become partially submerged at a Richmond, California pier due to a moorage connection accident) and prepared a plan in consultation with the National Park Service to restore and preserve the vessel as an exhibit of the National Maritime Museum historic fleet. Location of Delta King under this plan would be in Aquatic Park Lagoon, in accordance with the General Management Plan (GMP) of the Golden Gate National Recreation Area (GGNRA). The GMP, adopted after an expense of more than \$1 million and five years of planning, provides for expansion of the current collection of historic ships, some of which are exhibited at Hyde Street Pier. The GMP further provides that the historic vessel-holding area include location of ships in Aquatic Park Lagoon.

Currently, use of Aquatic Park Lagoon is related to the swimming, rowing, and boating activities of three private organizations. The GMP allows these organizations to continue their activities unimpaired, while mandating additional park facilities which appeal to the broadest segment of the public.

The plan for preservation and exhibition of Delta King as formulated by Delta King Enterprises in cooperation with GGNRA planning staff conforms to all provisions of the General Management Plan. The plan was designed to meet all legislative requirements governing the National Park Service such as the National Historic Preservation Act, and various state and local regulations.

There are no public funds available for restoration and exhibition of Delta King. Therefore, the only hope is to adopt a plan of private financing derived from related commercial activity. There is ample precedent for contracting private concessions in national parks as a means of financing and obtaining management for public amenities. The least obtrusive commercial activity which could be related to Delta King as a means of obtaining underwriting for its exhibition as an historic vessel would be the concept of timeshare accommodations as advanced by Delta King Enterprises. This group, which has successful experience in both restoration and adaptive use of historic ships, as well as development of timeshare accommodations, will assume full responsibility for all costs of planning, acquisition, refloating, restoration, maintenance, site preparation, water and sewer connections, taxes, permits, licenses and related services for the Delta King project as proposed.

Restoration

Delta King, 285-foot length overall, with a 58-foot beam and four decks, originally operated as a passenger and cargo-carrying steam-powered, sternwheel riverboat with comfortable stateroom suites and common lounges. The private sponsor proposes to

refurbish the vessel as near as feasible to her original use with 1920s-style stateroom suites serviced by hidden mechanical technology and life-safety systems.

The exterior will be restored to its original historic appearance based on the guidelines prepared by National Park Service historians and naval architects. Once restored, Delta King (listed on the National Register Of Historic Places in 1978) will be an authentic representative of early 20th-century West Coast riverboat trade. The steel hull of the vessel, unusual for a riverboat, makes it feasible to plan her permanent preservation. With proper maintenance, an unlimited life expectancy can be anticipated. The interior of the vessel will be adaptively restored into both public and private spaces.

Use

Allocation of public space will offer visitors an opportunity to explore--free of charge--portions of the only steam-powered, stern-wheel riverboat remaining in California. The public access on Delta King will allow visitors to board the bow and move through at least two decks and in the hold where related memorabilia will be on display. Allocation of public space will include interpretive displays, specifically devoted to the distinctive features of the Delta King and her historical significance in California's 20th century riverboat trade and will augment current and future exhibits of the National Maritime Museum.

The Delta King proposal restricts commercial use of space aboard the restored vessel for shops, public restaurants, or entertainment facilities. This restriction avoids concentration of crowds and related nuisance factors.

Private space aboard Delta King has been allocated to 45 stateroom suites for timeshare accommodations for 50 years.

During that period of ownership, the vessel would be retained by the timeshare owners who would have contractual responsibility through an owner's association to maintain the vessel for the defined public/private uses. Assessments to the owners would provide for continuing maintenance, and would contribute to an endowment fund for perpetual maintenance of Delta King after the 50-year period elapses and title vests in the National Park Service. Ownership of a timeshare interest will entitle up to 2,295 buyers to use a stateroom suite on a reservation basis for a minimum of seven nights each year. Unreserved nights will be available to the public.

Those who come aboard Delta King will be there only to visit the historic vessel and its exhibits during the day, or for overnight use of its private areas.

Location

Once the restoration work is completed, it is proposed that Delta King will be towed into the Aquatic Park Lagoon and moored along its southwest seawall. This site was proposed by Delta King Enterprises as the preferred location because the sheltered nature of the mooring will protect the shallow-draft riverboat from wind and tidal surge, and because it allows the public greater visibility of, and access to, the historic vessel and will enhance the rocky shoreline. The area of water surface that would be covered by Delta King is less than one percent of the lagoon.

Effects on the marine environment have been evaluated in a report by John Blume & Associates and concludes that the environmental effects of mooring Delta King will be minimal to non-existent.

No lands or water will be removed from public access as a result of the mooring of Delta King. Five other mooring sites within the GGNRA were considered, including Fort Mason Pier and Hyde Street Pier. Some of these locations are still under

consideration but are currently viewed as undesirable due to their vulnerability to wind, ocean and storm-generated waves, and tidal surge in addition to public safety and access problems. Other locations within the Port of San Francisco have been considered, but due to permitted use, wind and surge problems, use compatibility and other physical limitations these locations are not considered feasible.

PRELIMINARY

Summary of benefits of Delta King Project

- 1 Saving the last steam-powered, sternwheel riverboat, a significant vessel which otherwise will deteriorate beyond repair.
- 2 Filling the last significant void in types of early West Coast vessels exhibited in the National Maritime Museum's historic fleet.
- 3 Enhancing the San Francisco shoreline with an attractive relic which is historically correct for the area.
- 4 Providing free tours aboard Delta King for national park visitors and educational work programs for young people.
- 5 Assisting the present historic fleet through related site improvements.
- 6 Establishing an endowment fund for perpetual maintenance of Delta King.
- 7 Underwriting by private sponsorship with no cost to any level of government.

Organizations which have endorsed the concept for restoration and preservation of Delta King include:

- 1 San Francisco Tomorrow
- 2 National Trust For Historic Preservation
- 3 California Historical Society
- 4 Conference Of California Historical Societies
- 5 Victorian Alliance
- 6 Sunset Magazine
- 7 Fisherman's Wharf Merchants Association
- 8 State of California, Department of Parks And Recreation,
State Historic Preservation Officer
- 9 National Maritime Museum

THE LOCATION: ITS HISTORY AND USE

Aquatic Lagoon is a part of Aquatic Park that lies in the area at the end of Van Ness Avenue on the San Francisco Peninsula's northern edge. The Aquatic Park complex was originally built on landfill placed there in the late 1850s. Subsequently, much debris from the city was dumped in this area after the 1906 Earthquake And Fire. The military continued to dump fill until 1914, when the rocky, sandy and uneven shoreline was smoothed into a curving line. A seawall, retaining wall and roadway were built on the fill at the same time. More fill was put in place during the 1930s, which completed the park's present form.

Aquatic Park was conceived at the turn of the century as one of the finest recreation spots in the country. When the Works Progress Administration completed the Aquatic Park project in 1939, the park did not seem to fulfill the expectations of its original designers. However, the project received widespread recognition for its nautical architecture and improved waterfront, which was formerly dominated by warehouses and factories.

Today, the complex includes the lagoon, bounded by Municipal Pier on the northern and western sides, Hyde Street Pier on the eastern side, a man-made sand beach on the south shore of the lagoon, and the National Maritime Museum building, originally known as the Aquatic Park Bathhouse, with its adjacent bleachers and speaker towers on the southern boundary of the complex.

The lagoon is partially enclosed by a curved seawall and Municipal Pier. The pier is constructed of concrete posts and platforms and the seawall of rubble faced with granite paving blocks reused by the city after street modernization work in the early part of this century. In addition, there are three small round blockhouse structures within the complex: a sealed structure at the end of Municipal Pier, a concession stand and restroom on the west side of the lagoon, and a restroom at the east end of the sand beach. The entire Aquatic Park Historic District has been nominated to the National Register Of Historic Places.

The waterfront development of Fisherman's Wharf area, including The Cannery and Ghirardelli Square, adjoins the park on its south and east sides. On the west are the slopes of Fort Mason Heights. Between the narrow strip of sand on the shoreline and the surrounding urban area lie seven distinct components of the Aquatic Park area: The Haslett Warehouse, a three-story brick warehouse built in 1907 and currently devoted to private business offices; Victorian Park, a formal urban park with plazas, benches, landscaping and the Hyde Street cable car turnaround; the Maritime Museum with a fine collection of exhibits and artifacts relating to maritime history; the bocce ball courts (bowling Italian-style); and at the foot of Van Ness Avenue, a small landscaped park, created by the National Park Service. A final important part of the park is the collection of five historic ships already moored at the Hyde Street Pier.

Present Use

Aquatic Park has been part of the Golden Gate National Recreation Area of the National Park Service since 1978 and is administered as an urban recreational area. Frequently, the area is a site for large special events which draw crowds of thousands. In 1981 the visitor count was estimated at 6,732,689 with the majority of these being tourists en route to or from the Fisherman's Wharf and Ghirardelli Square area. Those using the park facilities were engaged in picnicking, sunbathing, swimming, fishing, playing music or just strolling through the area. The east side of the complex, Victorian Park, with its cable car turnaround, is the most heavily used area of Aquatic Park. The west side of the park is used most by visitors who fish from the seawall and the Municipal Pier, picnic and sunbathe on the lawns overlooking the lagoon, and gather by the food concession stand near Van Ness Avenue to talk.

Three private organizations operate under permit from the National Park Service in Aquatic Park: the Senior Center in the National Maritime Museum Building; the bocce ball players at the western edge of the lawn area below the Kodak building; and the Sea Scout troop, located in a building on pilings attached to the



seawall at the west side of the lagoon. The Senior Center experiences heaviest use during the week while the bocce ball courts are used most heavily on weekends. The Sea Scout base, used by Explorer Scouts, operates year-round, but is used most during the spring and summer months. The facility is used by an average of 150 persons per weekend.

Additionally, there are two private organizations on adjacent city land which are dependent on Aquatic Park for their operations-- the Dolphin Club and South End Rowing Club. Use of the lagoon by the clubs is regular and fairly heavy year-round. Membership in the two clubs totals approximately 700 persons.

Services available to visitors include one food concession stand near the end of Van Ness Avenue and the lagoon, three restrooms each for men and women on park grounds in addition to restrooms in the National Maritime Museum building, and shower facilities located in the bleachers to either side of the museum building. Police service is provided by United States Park Police and the San Francisco Police Department. Fire protection is provided by the San Francisco Fire Department, and lifeguard and emergency services are provided by the National Park Service. Utilities are provided by the City and County of San Francisco, Pacific Gas and Electric and Pacific Telephone.

DELTA KING AS AN HISTORIC VESSEL

California's steamboat trade was born of the Gold Rush in 1849. Roads worthy of travel from San Francisco around the barrier of San Francisco Bay to the digging sites had not been developed prior to this era of California history. The few steam-powered, paddlewheel riverboats that served the natural inland waterways began to mushroom with miners leaving San Francisco, bound for the gold fields.

By the end of 1850, there were 28 steamboats on the Sacramento and Feather rivers alone. For the next 100 years, river commerce and the number of steamboats expanded and contracted between the growing port towns on the Sacramento and San Joaquin rivers. The construction of the Golden Gate and Bay bridges and the emergence of highways and railway which linked inland cities to the coast ended passenger steamboat service in 1940 and freight service in 1950.

Records show a total of 281 steamboats that operated on numerous California rivers over those years, including the Sacramento and San Joaquin rivers as well as the American, Feather, Tuolumne, Mokelumne and Stanislaus. In the San Francisco Bay Area, the Petaluma and Napa rivers, and even Alviso Creek were served by riverboats. As distant as some of these waterways were, they all had a connection to the San Francisco Bay with its strategic location at the Golden Gate.

During the heyday of paddlewheel riverboats, it was possible to travel as far as 600 miles through the heart of California--all on fresh water. Steamboat travel provided its share of color and excitement on the inland waterways and helped develop early California.

Delta King was one of the last steam-powered, paddlewheel riverboats built for California river service. Her steel hull was built with that of her sister ship Delta Queen in 1926 in Glasgow, Scotland (at the same shipyard where Queen Mary was built,) disassembled, galvanized and shipped to Stockton,

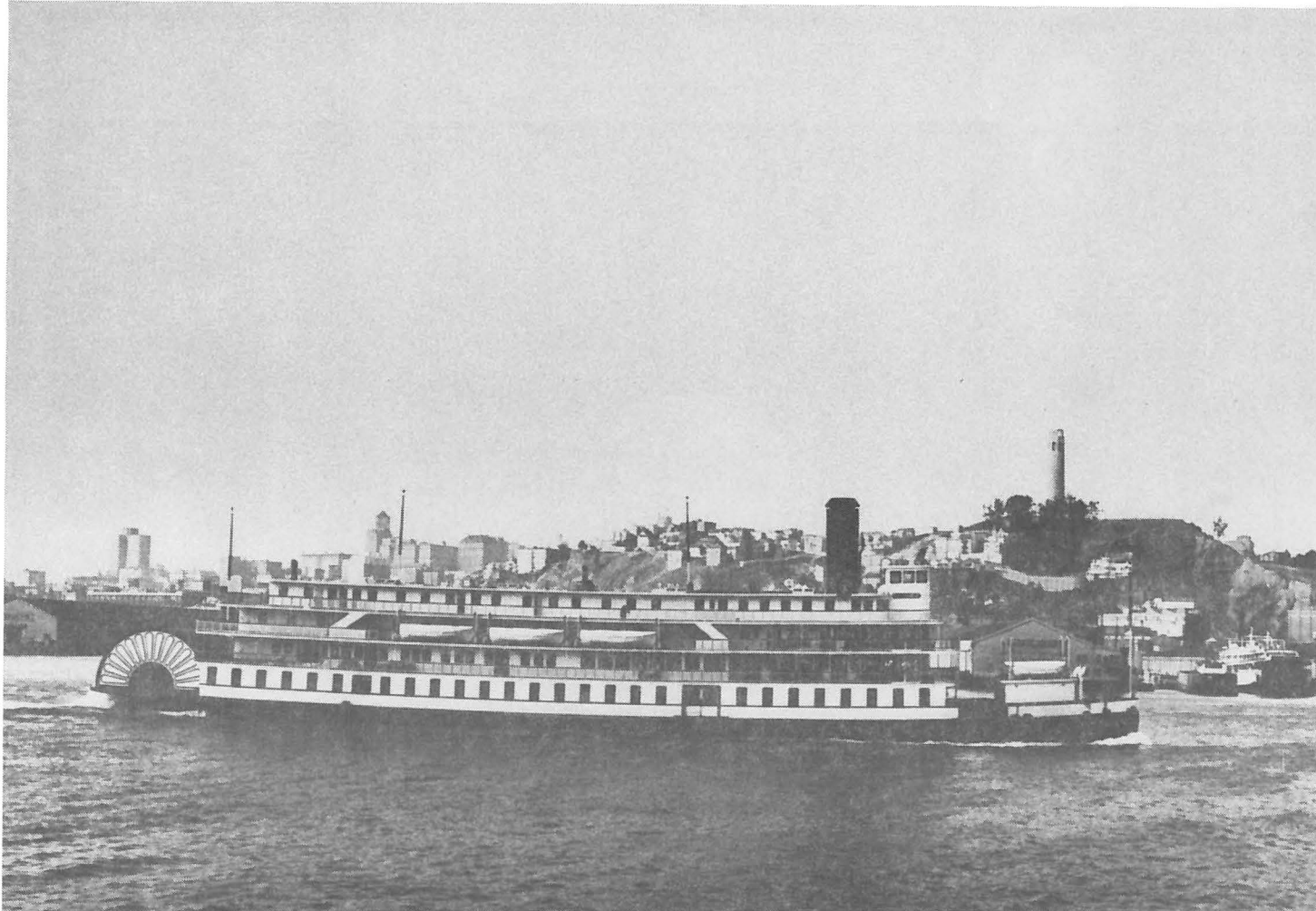
California. There, the hull was reassembled and a wooden superstructure of four decks was added. Each vessel cost about \$1 million in 1926.

Delta King was one of the finest and most luxurious riverboats ever built for trade and passenger service on the Sacramento and San Joaquin rivers. Her interior featured cabins with bath, a luxurious dining room, mahogany window frames, teakwood and oak paneling, stained glass windows and a grand staircase to the saloon deck. Her decks were made of iron bark.

Each night during their operation, one boat (Delta King or Delta Queen) would leave San Francisco at 6 p.m. bound for Sacramento, 125 miles away. At the same time, the other boat would leave Sacramento headed for San Francisco. They would pass one another somewhere in the night, and by early next morning would deliver their passengers and freight. By 1940 the highway and railway competition had ended their careers.

In 1941 Delta King was commandeered by the US Navy and served as a troop transporter in the San Francisco Bay until the end of World War II. Afterwards she spent a nomadic life on the Sacramento and San Joaquin rivers and then voyaged under tow as far as British Columbia, Canada, where she was used for a bunk house for construction of a new town for ALCAN Kitimat. Later Delta King returned to the San Joaquin River. She was pirated in the dead of night by a group known as "Riverboats Comin Inc," involved in numerous legal battles and sold at public auction as a forlorn ship with engines and paddlewheel gone. In 1978 Delta King was listed on the National Register Of Historic Places.

Subsequently, a moorage connection accident caused the vessel to become partially submerged in the shallow Lauritzen Channel at Richmond, California. Delta King was then acquired by Delta King Enterprises Inc in July, 1981. In consultation with the NPS, Delta King Enterprises Inc has proposed to restore and preserve the vessel for exhibition within the National Maritime Museum fleet at no cost to any level of government. Under this proposal Delta King would be located in Aquatic Park in accordance with the General Management Plan of the Golden Gate National Recreation Area.



Familiar to the shoreline of San Francisco, Delta King steams by Telegraph Hill, bound for Sacramento with overnight passengers.

DELTA KING AS A PUBLIC AMENITY IN AQUATIC PARK LAGOON

The proposed addition of Delta King to the National Maritime Museum's collection of historic ships would provide the needed living chronicle of early 20th century West Coast riverboat trade. The Delta King is the only such vessel available for restoration and inclusion in the historic fleet and would fill the last major gap in the museum's representative collection of West Coast historic vessels. Her visual impact as one of the finest examples of steamboat architecture in America today would not only add to the colorful San Francisco waterfront, but also fulfill the maritime expansion objectives under the General Management Plan of the GGNRA.

To save Delta King at no cost to any level of government is in the national public interest. Permanent exhibition of the vessel in the Aquatic Park Lagoon, and its preservation through a private sponsorship endowment, would offer visitors the irreplaceable opportunity on a permanent basis to board and explore, free of charge, portions of California's only remaining steam-powered, paddlewheel riverboat.

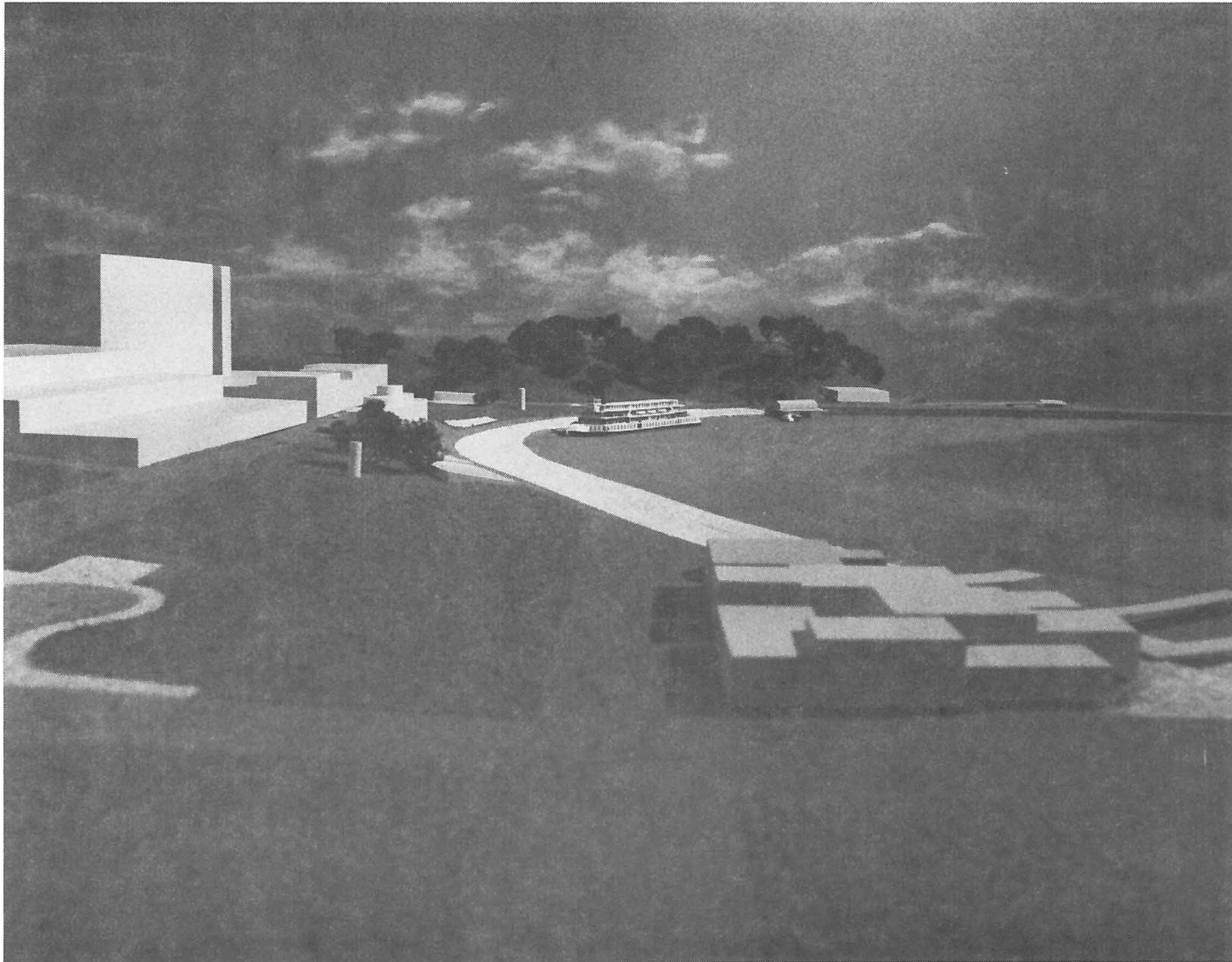
The public areas on Delta King will allow visitors to board the bow and move through at least two decks and the hold where related memorabilia will be on display. Allocation of public space will include interpretive displays specifically devoted to the distinctive features of the Delta King and her historical significance in California's 20th century riverboat trade. Such displays will be developed under supervision of the National Park Service historians and exhibit planners at GGNRA to augment current and future riverboat-themed exhibits of the National Maritime Museum. Production costs and maintenance will be provided at the expense of the private sponsor, with no admission charge to the interested visitors.

Other public amenities aboard Delta King will include a tour of restored, lavish common areas which characterize a bygone era when overnight riverboat passengers traveled between San Francisco and Sacramento.

A youth educational and work program will be conducted. Subjects will cover the shipbuilding industry's early 20th century consummate craftsmanship, ship maintenance and detailed restoration.

Additionally, the private underwriting of Delta King and its proposed exhibition will provide the National Park Service's Golden Gate National Recreation Area with needed area improvements. The pedestrian access along the existing promenade will be made more prominent with new seating, street furniture, street lighting and paving materials that contribute to the historical maritime setting.

A study is currently being completed for conceptual definition of public areas and museum space to be included aboard Delta King. Detailed information on the utilization and public benefit of public areas aboard the vessel will be included when plans are submitted for final review by the GGNRA Citizens Advisory Commission and the National Park Service.



Delta King will become an integral part of Aquatic Park's cultural facilities as shown in this view looking west. Photographed from a model of certified scale, this view demonstrates the height and mass relationships of Delta King to surrounding buildings and topography.

DELTA KING AS PRIVATE CONCESSION TO FUND
HER HISTORIC RESTORATION AND PRESERVATION

On a basis similar to other national park operations, a concession would be granted to Delta King Enterprises Inc to operate time-share stateroom suites aboard the vessel. Revenues allocated from selling and operating the timeshare units will underwrite costs of restoring and preserving the vessel, as well as maintaining her public facilities.

The reason for this proposed use is that Delta King originally operated as an overnight passenger-carrying, steam-powered stern-wheeler with comfortable stateroom suites and common lounges.

The plan of Delta King Enterprises Inc is to refurbish the vessel to her original use with passenger stateroom suites in 1920s style, using current mechanical technology and life-safety systems. Her exterior face will be historically correct, other than any changes imposed by safety standards. There will be no tinsel treatment, just her original classic lines.

The vessel will be moored in one location and will be moved only for dry dock inspections, projected to be every 15 years.

Those who board Delta King will be a combination of public visitors coming aboard free of charge to view open areas of the sternwheeler and her riverboat historical exhibits, plus several thousand private guests who have purchased the use of overnight stateroom suite accommodations for a minimum of seven nights to a maximum of four weeks a year.

The principals of Delta King Enterprises Inc and its support organization are thoroughly experienced in both the development and management of timeshare accommodations, as well as the restoration of historic ships--a unique combination of talents. Successful projects of this group are located in some of North America's most prestigious destination communities, many with the most stringent environmental restrictions, including Martha's Vineyard, Laguna Beach, San Diego, Vancouver, and Park City, Utah.

The timeshare concept of shared ownership has been successful because of the benefits it offers to users and host communities. These benefits are both quantitative and qualitative, social and cultural in nature. In essence, highly desirable accommodations in popular geographical locations are made available to a large group of users through timeshare. For example, if a facility has 45 accommodations (as proposed for Delta King) and is divided into timeshare units of one-week duration, there can be 2,295 different owners (45 x 51 weeks) who have access to that premium location each year. It is easy to see that timeshare, due to its affordability, appeals to a broad segment of the public.

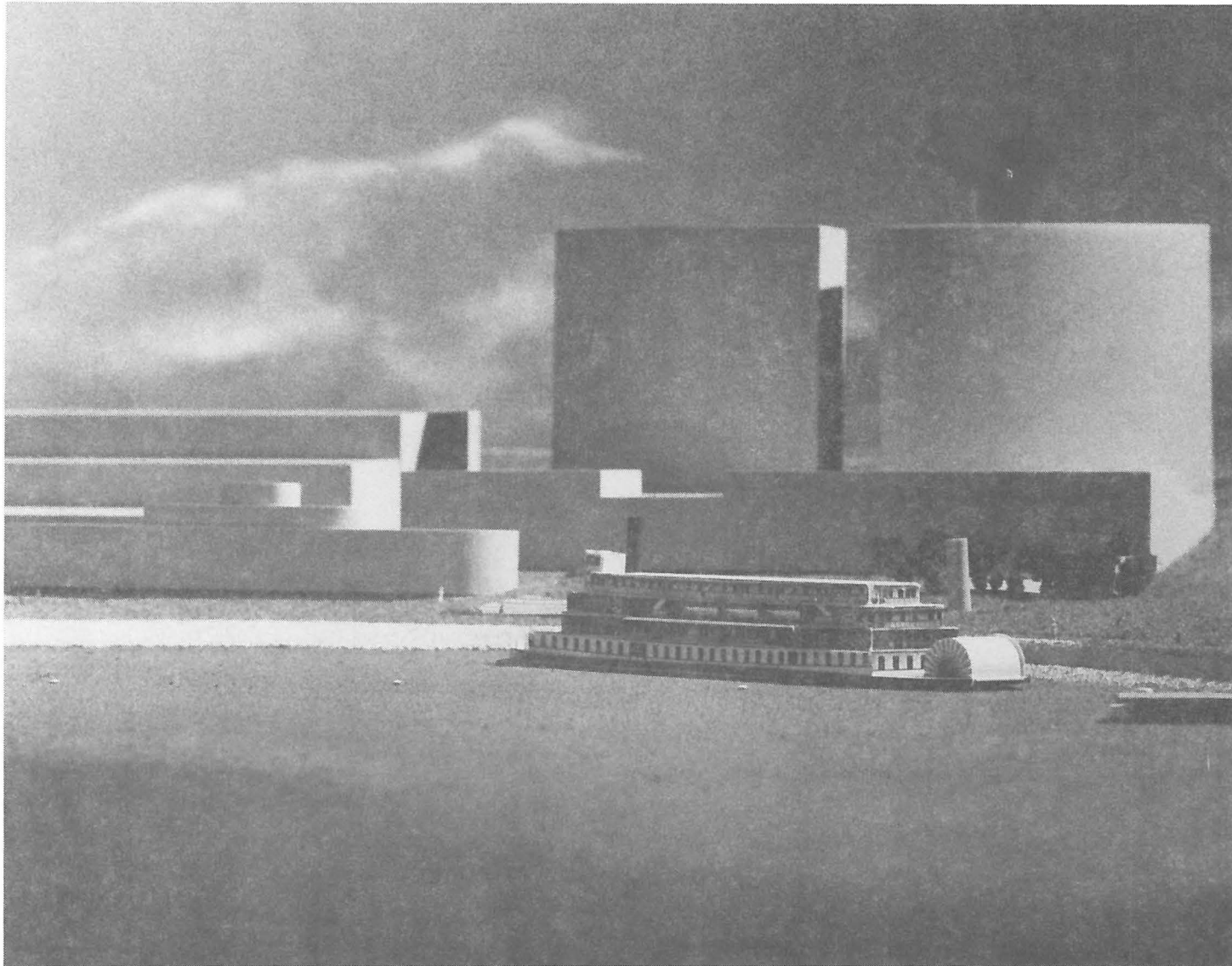
For the following reasons timeshare has been described as:

- economical -- reduces overall vacation costs, builds equity, hedges against inflation.
- flexible -- provides assured reservations, allows exchanges to other locations, offers a variety of use.
- popular -- appeals to a broad spectrum of the population based on age, income and geographical location.

For host communities timeshare promotes:

- improved economics -- increased visitor spending in the area and capital investment which lead to increased purchasing power, improved income multiplier dynamics and increased tax revenues.
- quality use -- attracts loyal, repeat visitors who develop pride of ownership and a sense of community.
- aesthetics -- creates an ambience of quality due to superior construction, furnishings and amenities.

All costs of restoration and preservation of Delta King will be the responsibility of the timeshare sponsor in a negotiated permit with the National Park Service. This would include acquisition, restoration, maintenance, dredging, pile driving,



This view looking South at Aquatic Park Lagoon shows Delta King's proposed exhibition site adjacent to the National Maritime Museum. Restoration and preservation of the riverboat will be underwritten by a private sponsor in exchange for utilizing portions of space for timesharing staterooms.

water and sewer connections, taxes, permits, licenses and all on-site and off-site services related to the Delta King project. In addition, certain construction services required in order to moor Delta King, such as dredging, may have spin-off advantages to the rest of the fleet of historic ships.

The vessel and all ancillary structures will be fully insured, and have available a maintenance fund sufficient to maintain them at the highest level for their lifetime. This aspect of the plan is derived from necessary compliance with California Department of Real Estate rules and regulations.

At the termination of the permit, the vessel Delta King and ancillary structures will revert to the National Park Service with an endowment fund for future maintenance. Future maintenance will be funded by the endowment fund built up during the preceding 50-year use period.

Rehabilitation of the vessel to her original state will obviously be costly. The timeshare concept offers the private sponsor a method of recouping these extremely high costs within a reasonable time after commencing restoration. Timeshare provides for quality from the outset that is maintained to high standards for the life of the project, escaping the cyclical concerns for business lulls in month-to-month income and other economic downturns.

Timesharing is a term used to describe ownership of a specific period of time at a facility that is normally used for vacation purposes. Personal ownership of timeshare facilities comes in two forms, fee and non-fee. Fee ownership, and its variations, is the most popular type of timeshare ownership and, consequently, is that proposed for Delta King. Similar to other real estate transactions, owners of Delta King timeshares will receive (1) title by grant deed and (2) title insurance. (Sale of timeshare units will contain a proviso that the ownership interests in the vessel will revert to an acceptable owner, i.e. the National Park Service, the National Maritime Museum, in a year certain.)

Each timeshare owner would hold his interest as a tenant-in-common with other timeshare owners of the property. As an example, if a unit is divided into 51 weeks of use and an owner buys one week, he would own a 1/51 interest in the property as a tenant-in-common. Each owner's time period is usually based on a "fixed" or "floating" schedule. Fixed time means that the owner would have use of a unit each year at the same time, say during the 30th week. Floating time allows the owner increased flexibility in that his time is not fixed each year. Another option of floating timeshare plans is "split time" which allows the owner to use his timeshare in blocks of nights. A minimum of three nights on a holiday weekend, two on regular weekends is one such use pattern. The owner must call in advance for reservations which are subject to availability. Delta King planners contemplate offering fee ownership sold with floating time and split-use options.

Timeshare ownership plans require payment of annual fees to an owner's association. These payments are stipulated in the CC&Rs and other governing instruments of the owner's association. Non-payment of fees leads to enforceable lien actions against individual owners. In the case of Delta King, these fees will cover current expenses such as maintenance and repairs, taxes and management salaries, plus a reserve fund to pay for both anticipated and unanticipated future expenses. Maintenance reserves are an important component of any timeshare program and ultimately contribute, along with property management, to the success of the timeshare.

Delta King as an historic exhibit, as well as a timeshare concession, in Aquatic Park Lagoon would have one other financial provision: a portion of the owner's association budget would, under deed requirements, be allocated to an endowment fund for the purpose of maintaining the vessel in "bristol" fashion after the timeshare program has elapsed.

The plan for utilization of Delta King as an historical exhibit, supported by timeshare concession, excludes any commercial

shops or restaurants aboard the vessel. However, continental breakfast would be served to overnight guests staying in the stateroom suites.

Stateroom suites not reserved within 48 hours advance notice by timeshare owners will be available for rental by the general public.

Berth & Breakfast timeshare accommodations provide the least obtrusive commercial use of the vessel. It is a use that would spread visitation evenly throughout the week and avoid concentration of crowds that would come with any other commercial uses.

The concept of people staying overnight in stateroom suites is true to the history of Delta King which carried overnight passengers during its years of river service. It is highly desirable to have the boat as an exhibit of the National Maritime Museum, with ownership of Delta King eventually being vested in the National Park Service.

FUTURE DEVELOPMENT OF AQUATIC PARK UNDER
THE GENERAL MANAGEMENT PLAN OF THE GGNRA

Future development of Aquatic Park is governed by the National Park Service's General Management Plan for Golden Gate National Recreation Area. Aquatic Park is one of 11 developed areas in the GGNRA system.

The development of the General Management Plan was truly a grass roots movement. The GMP was brought about by the strong social and environmental concerns of thousands of Bay Area residents. The plan speaks to today's needs and tomorrow's predicted needs for the responsible management of outstanding natural and cultural resources in order that they may be enjoyed by the broadest segment of the population.

The General Management Plan is based upon the enabling legislation for the park, knowledge of its natural and cultural resources and the desires of people who use those resources. The plan evolved after extensive discussions with public agencies and conservation organizations and more than 300 workshops and public meetings in Bay Area communities. About 10,000 people of all ages, incomes, and lifestyles directly participated in and contributed to this process by attending public workshops, writing letters, and discussing their concerns with the planning staff of the National Park Service.

In 1975, a document was released that provided preliminary information on subjects important to the park's future and the decision-making process. Subsequently, additional documentation was released in May 1977 which presented four alternative plans for the park's 14 geographic areas. Extensive public response in the selection of alternatives resulted in a draft management plan released for public review in 1979. Five public hearings were held to obtain comments on this draft plan. In late 1979, the Citizens Advisory Commission of the GGNRA gave unanimous approval to the final version of the General Management Plan.

The approved General Management Plan for the Golden Gate National Recreation Area sets forth management objectives designed to ensure the fulfillment of the park's recreational purposes.

The objectives of the plan include the preservation and restoration of natural and cultural resources, provision of broad variety of park experiences for the largest audience and consideration of park neighbors.

The following section highlights the anticipated changes to Aquatic Park under the provisions of the General Management Plan. In general, the plan for Aquatic Park provides for a wider variety of uses for a broader base of the population than currently exists.

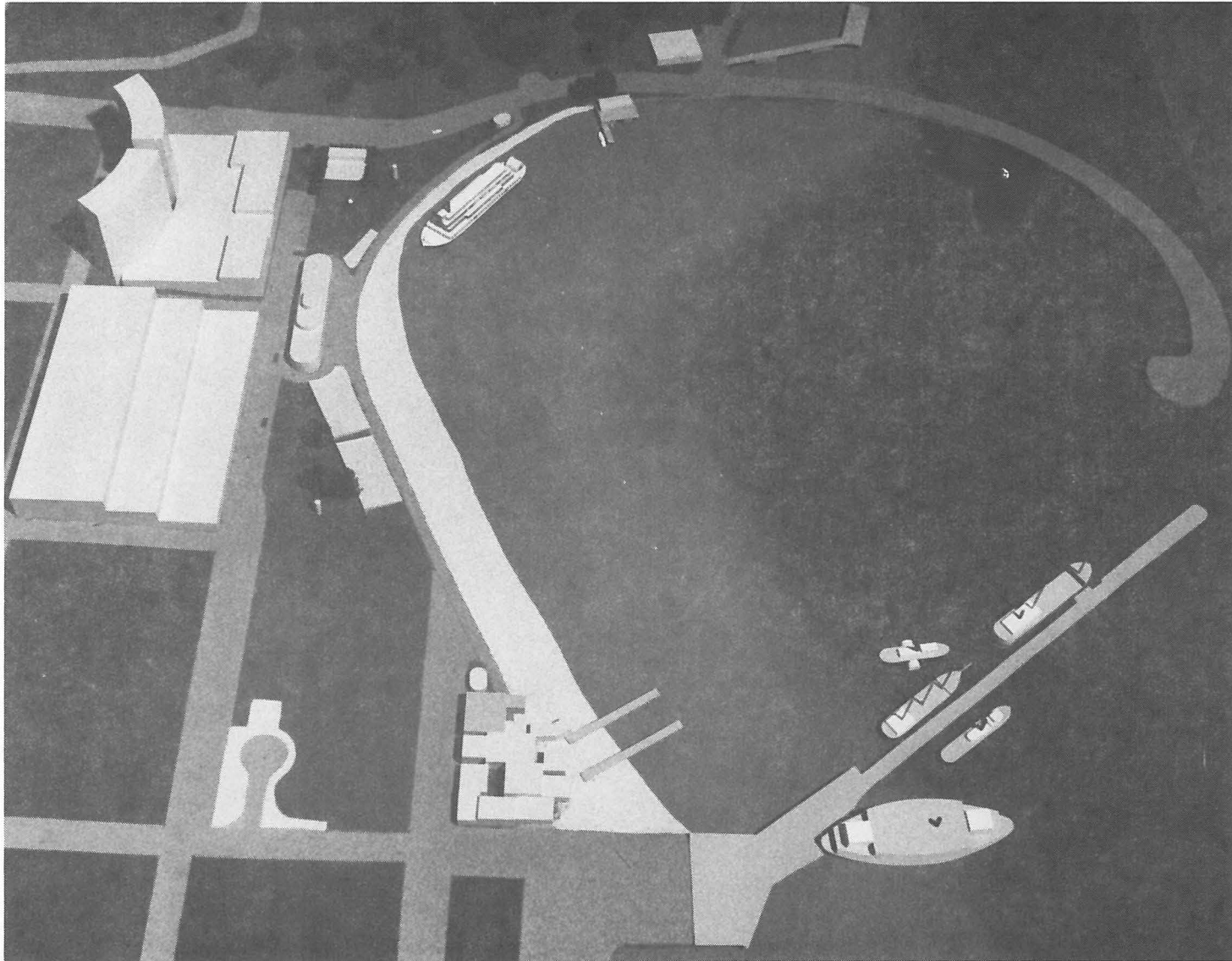
Future Changes

Aquatic Park will continue to be a focal point for interpreting man's historical and contemporary dependence on the water. Elements relating to maritime history dominate the park and will be made even more prominent under the plan. Historical interpretation will focus on San Francisco maritime history with reference to other regional events, such as the Gold Rush. Water recreation will also remain as a primary activity in this area.

Physical Changes

The Haslett Warehouse will be converted to a museum and information center whose exterior architectural and historical integrity will be retained. Artifacts from the existing National Maritime Museum building, together with appropriate additional pieces that exemplify San Francisco maritime history, will be displayed here, and most park curatorial museum storage and library space will be incorporated in this structure.

A major park information center within the new museum will describe what GGNRA and Point Reyes have to offer and will provide transportation advice. Because Aquatic Park is already part of a busy tourist scene, a portion of the warehouse will be used as a regional recreation information center to inform visitors of state, federal, local and private recreational resources.



Proposed for exhibition in Aquatic Park Lagoon under provisions of the General Management Plan of GGNRA, Delta King would displace less than one percent of the lagoon's surface area.

If the availability of vessels and funds permit, the current collection of historic ships will be expanded to include missing representatives of maritime history. The lagoon, defined by the Municipal and Hyde Street Piers, has been designated for the display of these vessels.

To further strengthen the relationship between the new National Maritime Museum and the Hyde Street Pier, a common entry plaza will be developed at the intersection of Hyde and Jefferson streets. New facilities for swimmers and rowers will be provided in the old museum building. The historic club buildings and associated boats will either be incorporated in a new Hyde Street Pier complex or moved to the west side of the lagoon at the foot of Van Ness Avenue. The portion of Hyde Street within the park boundary will be removed.

The existing National Maritime Museum building will be adapted as the Aquatic Recreation and Education Center. The renovated lower level will have supervised showers and lockers and a concession for rental of equipment such as small boats, fishing gear, bikes and bocce balls. The remainder of the building will serve as multi-purpose space suitable for use as classrooms, laboratories, and meeting rooms for various-sized groups. National Park Service and community programs held in the museum building will carry out the broad Aquatic Park theme--specific program subjects might include lifesaving, sailing, canoeing, maritime history, and wooden ship restoration. The Senior Center will gradually be phased out of this building as a new center at Fort Mason develops.

The Sea Scout clubhouse and maintenance docks will also be removed. The Sea Scout's boats will be moved to the east side of the lagoon, and their programs and meetings will be held in the Aquatic Center. The food concession at the foot of Van Ness will receive a reconditioning. The Municipal Pier will get a substantial clean-up and minor improvements such as fish-cleaning stations and restrooms.

Lighting throughout the area will be upgraded. Under the General Management Plan, few facilities will remain unchanged in Aquatic Park. Only the bocce ball courts and Victorian Park will

remain in their present form. A park and transportation information kiosk will be developed near the cable car turnaround for use by park visitors.

Changes Of Use

As Aquatic Park is developed into the "front door" of the Golden Gate National Recreation Area, some established patterns of use will be changed. As facilities are relocated, removed, or adapted for new uses, people who use them will be shifted to new areas, but generally to improved locations within Aquatic Park. New facilities to support swimming, rowing, sailing and fishing will be developed on the ground floor of the existing National Maritime Museum building. The rowing clubs will be accommodated in this center and in an undetermined location on the new Hyde Street Pier facility or at the west side of the lagoon. The development of an attractive setting for sitting, strolling, and board games is meant to attract and accommodate additional local visitors and tourists to the area. These new activities in the Aquatic Recreation and Education Center are expected to enhance educational and recreational opportunities available to all visitors, and to encourage programs for all ages and community-oriented groups.

Over a gradual period of time, the Senior Citizen's Center will move to a new location at Fort Mason. The Senior Center at Aquatic Park will phase out only as the membership itself shifts to the Fort Mason Center, so no impact on members is anticipated. Since the new location will be equally convenient to projected public transportation (within two blocks) and parking, be less congested and provide more outdoor space, it should be a more comfortable and pleasant setting for senior programs.

The conversion of the Haslett Warehouse from office space to a museum and information center will cause the displacement of approximately 70 permittee office tenants. By the time adaptation of the warehouse to a visitor facility begins, however, it is anticipated that few, if any, of the tenants will have to move.

Removal of the rowing clubs and the Sea Scout building, possible redevelopment of the Hyde Street Pier area, development of a common entry plaza at the intersection of Hyde and Jefferson streets, improvement of the promenade, cleaning of the Municipal Pier and bleachers, and closure of some areas to automobile transportation will greatly enhance the aesthetic value of the area, thus further highlighting and improving visitors' experiences. The overall effect of these various improvements and additions will substantially benefit both local residents and tourists.

In summary, all of the present uses of Aquatic Park will remain intact except the use by senior citizens who will be accommodated in another, nearby location. A substantial number of uses will be increased. Outdoor experiences such as strolling, sunning, picnicking, sitting and socializing will be expanded. Fishing, other water-oriented recreation, museum opportunities, and environmental education and other interpretational and informational activities will also be improved. The expansion of the National Maritime Museum fleet of historic vessels is intended to upgrade the Aquatic Park environment and to increase public exposure to and awareness of maritime legacy.

ENVIRONMENTAL CONSIDERATIONS

The following information is drawn from an environmental assessment completed February 1982 by the staff of the Golden Gate National Recreation Area.

Visitor Use

Exhibition of Delta King on the southwest side of Aquatic Park Lagoon will affect several visitor uses in Aquatic Park to varying degrees.

This exhibition location will increase the number of visitors at the western part of Aquatic Park due to the associated comings and goings of visitors to Delta King's museum and the vessel itself. This will be an addition to the present use patterns--primarily local persons using the area for sun-bathing, picnicking and fishing from the seawall. Due to this increase in visitors, local users may alter their present use of this area of the park. This alteration must be weighed against the historical and educational opportunities for tourists and San Francisco and Bay Area residents as well as the need for a broader base of citizens to take advantage of the national park system.

It is also anticipated that those using the lawn areas immediately south and west of the mooring will have a portion of the lagoon and bay view disrupted which might discourage some low-intensity visitor usage. It is possible, however, that these areas will become more popular for visitors wishing to view Delta King and its restored exterior. Additionally visitors will have the opportunity to view the lagoon and the bay from the decks of Delta King.

There should be no adverse impact to swimmers in the Aquatic Park Lagoon, as Delta King will be moored in a location not presently used for swimming because of its rocky character.

Use By Local Groups And Organizations

The location of Delta King should not adversely affect the operations of the adjacent Sea Scout base. The exhibition site is in a location not used by the Sea Scouts for any purpose due to the shallow depth. There should be no adverse effect to the Senior Citizen Center located in the maritime museum building or to the use of the bocce ball courts to the west side of the museum building.

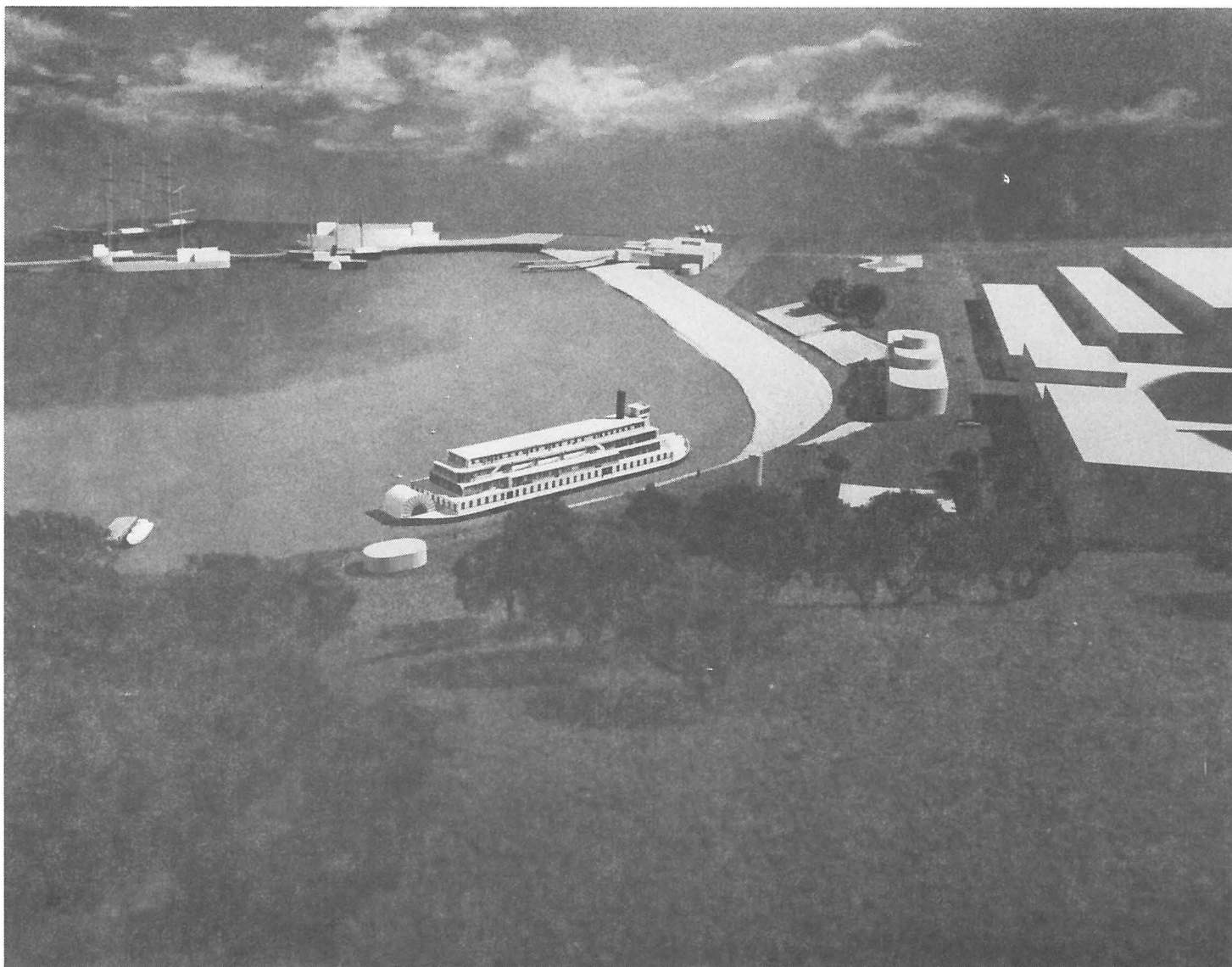
The Dolphin Club and South End Rowing Club should not experience any adverse effects on their activities in the lagoon, as the Delta Kings's proposed exhibition site is in a location which is not presently used for swimming or rowing because of the rocks in the water. The project planners have noted the location of the swimming area and have proposed an exhibition site which is to the west of the area.

Parking

The project sponsor is seeking to lease a number of parking spaces for timeshare holders in a nearby location, not on National Park Service property. Additionally, the project sponsor proposes to provide a mini-van or Cushman-type vehicle for transportation to and from off-site parking with a drop-off zone on northern Van Ness Avenue adjacent to Delta King. It is also anticipated that timeshare holders will use public transportation and city taxi services as is common with other visitors using lodging facilities in San Francisco.

Public Transportation

Mooring of Delta King is not expected to have an adverse impact on the public transportation in that area. Bus routes serving the Aquatic Park Lagoon area will aid visitors coming to the park and will provide within-city transportation for out-of-town guests so they will not have to be dependent on private automobiles. The increased number of visitors to the area should



Delta King will join other ships of the National Maritime Museum's historic fleet in an expansion of historical and educational opportunities in Aquatic Park.

be served adequately by public transportation presently available in the area.

Historical/Archaeological

The proposed exhibition site of the Delta King will affect the historic and archaeological environment in the following three ways: (1) Dredging required for mooring the vessel and for moving it into position may dislodge some of the early 20th century San Francisco artifacts which could exist somewhere in the fill material in that location. Although the proposed exhibition site is further out from the shoreline than fill material was assumed to have been deposited, tidal action could have moved material to that location; (2) The spur walls which will be added to the seawall as supports for the gangplanks will be an addition to part of the Aquatic Park Historic District. Construction of these spur walls will be carefully coordinated with the National Park Service in order not to alter the integrity of the seawall; (3) As an irreplaceable relic, the Delta King will have a positive impact by adding to the historic atmosphere of the Aquatic Park Historic District.

Services

Existing services in the area will be affected in a variety of ways. The food concession stand should receive increased use due to the added visitation in the area. The Delta King will have limited food services onboard (continental breakfast) for overnight guests so there will be no competition with existing businesses.

There will be increased demand by day visitors for restroom facilities. However, the two nearest facilities at the concession stand and in the bleachers at the Maritime Museum should be sufficient for the increased visitation. Overnight visitors will use restroom facilities onboard Delta King.

Police, fire protection and emergency services will continue to be provided by the National Park Service staff, US Park Police, the San Francisco Police Department and the San Francisco Fire Department. It is anticipated that the addition of Delta King to Aquatic Park will not require any additional personnel to continue providing these services.

All of the water, sewage and electrical services will be provided by connection to existing city and Pacific Gas & Electric services. It is anticipated that the major impact of connection to these services will be the trenches required to place all connecting lines underground. After the placement of the connecting lines, all landscaping and paving will be restored to its original appearance. The utility requirements of Delta King will not exceed the capacity of the existing services in the area.

Vegetation and Landscaping

The only disruption to landscaping and vegetation will be the digging of trenches to accommodate underground utility lines as discussed above under Services. Landscaping and vegetation will be restored.

Wildlife

Exhibition of Delta King in the lagoon is not anticipated to have any adverse effect on wildlife in the area. No rare, unusual or endangered species exist in the area, and existing species have adjusted to the presence of large numbers of visitors that already frequent the area.

Coastal Processes and Climate

Delta King is to be moored in such a way that it would not be vulnerable to any but the most severe north and northeasterly storms. The mooring system will be designed to enable Delta King to withstand extremely high tides and a 10-foot (100 year) tsunami inundation of the area and will keep it away from the seawall in the event of a storm from the north or northeast.

Marine Environment

The effects on the marine environment have been evaluated in a report by John Blume & Associates dated 6 April 1982. The conclusions of this report are that the effects of the exhibition of Delta King will be minimal to non-existent.

PROJECT JURISDICTION AND SPONSORSHIP

The lead agency for the approval of the project to restore Delta King and permanently preserve it in Aquatic Park Lagoon is the National Park Service.

The proposed exhibition of Delta King in Aquatic Park Lagoon is in agreement with future development plans for Aquatic Park called for in the approved General Management Plan. The plan calls for an increase in the fleet of historic ships "...compatible with the 19th and early 20th century steam and sail maritime flavor now evident in the area." As stated in the summary and the discussion of the preferred Alternative C, the Delta King proposal adequately meets all stipulations of an addition to the historic fleet in a manner prescribed by the GMP. Prior to a final decision on this proposal, the project sponsor will determine through meetings with GGNRA and National Maritime staff, that the proposed mooring site for Delta King will not obstruct any future mooring plan for the existing historic fleet as has been called for in the GMP.

The proposed addition to the Aquatic Park area, and the ultimate acquisition of the vessel by the National Park Service, is in accordance with other federal legislation governing the National Park Service. The act establishing GGNRA (Public Law 92-689) specifically states that: "...Within the boundaries of the recreation area, the Secretary may acquire lands, improvements, water, or interests therein, by donation, purchase, exchange or transfer." In that there will be no cost to the National Park Service as a result of this proposal, the ultimate acquisition of Delta King by the National Park Service can be considered a donation.

The National Historic Preservation Act of 1966 as amended in 1980 contains a section that specifically endorses the use of historic property owned by the National Park Service by any person or organization for commercial purposes (Public Law 96-515, Section 111, a & b.) Specifically, "...Notwithstanding any other provision of the law, any federal agency may, after consultation with the Advisory Council on Historic Preservation, lease an historic property owned by the agency

to any person or organization...if the agency head determines that the lease...will adequately ensure the preservation of the historic property."

"The proceeds of any lease under subsection (a) may, notwithstanding any other provision of the law, be retained by the agency entering into such lease and used to defray the costs of administration, maintenance, repair and related expenses incurred by the agency with respect to such property or other properties which are on the National Register..."

State And Local Regulations

The Bay Conservation And Development Commission, as the major regulatory agency for development or alteration of the bay, amended its regulations in Division 5, Title 14, California Administrative Code, to include historic ships (as defined in Section 10136) as a form of minor fill which may be permitted for the purpose of improving public access and the shoreline appearances of the bay. To meet the specifications of an historic ship, the vessel: must have been designed and built to move in the water under its own power; must be berthed so as to float at all stages of the tide; must be at least 50 years old; must have had a specific role in the maritime history of San Francisco Bay. Under the above categorization of an historic ship, which Delta King meets, there is no stipulation that prevents commercial use of the vessel.

Staff members of the GGNRA who have contributed to planning for the Delta King project include:

John H Davis, Superintendent

G Douglass Nadeau, Chief, Resource Management and Planning

Shirwin Smith, Environmental Specialist

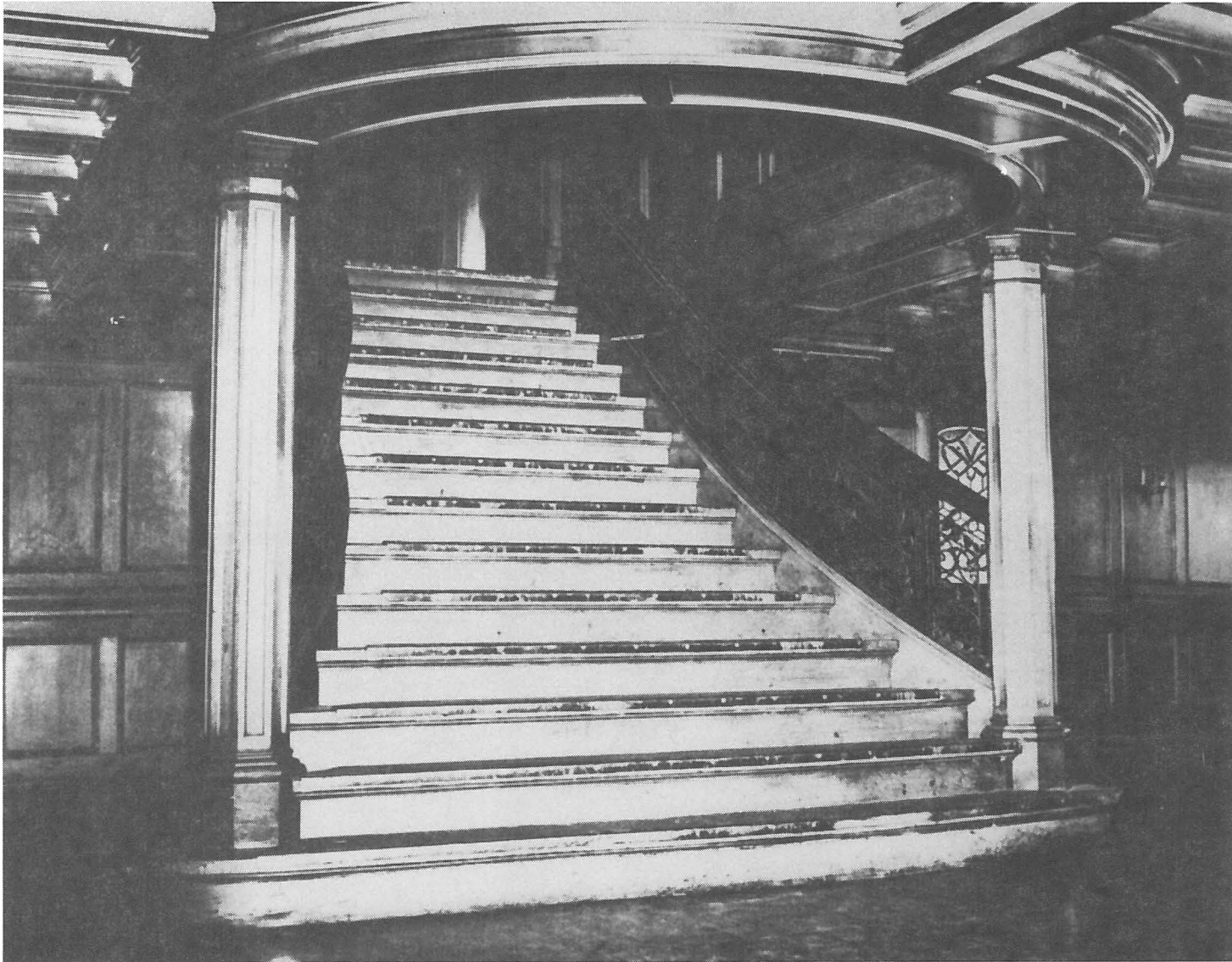
Karl Kortum, Chief Curator, National Maritime Museum

Harrison Dring, Curator of Historic Ships, Nat'l Maritime Museum

Martin Mayer, Archaeologist/Cultural Resource Specialist

James Delgado, Historian

The GGNRA Citizens Advisory Commission will review the final proposal for the Delta King project once all necessary details have been gathered by the project team. A public hearing will be held to present the final proposal to the CAC following which the CAC will present its



The grand staircase of Delta King leading from a passenger salon to the observation deck illustrates the lavish appointments used in construction of the vessel.

recommendation on the project to the National Park Service, GGNRA. The National Park Service will have contractual jurisdiction over all aspects of project development and use of the vessel. Organizations which have a direct interest in the project will be kept apprised of plans as they are completed.

Following the recommendation of the Advisory Commission, the proposal will be sent to the National Park Service for final review and decision. If the proposal is approved, various elements of the plan will be submitted to other public agencies with specific authority over those elements. Such submissions will be by the project sponsor, Delta King Enterprises, in consultation with GGNRA staff. All related costs will be underwritten by the project sponsor.

Following is a list of agencies who are kept advised on the project:

Federal Agencies

Advisory Council on Historic Preservation

Environmental Protection Agency, Region IX

Department of the Army

Corps of Engineers, San Francisco District

Sixth Army Headquarters

Presidio of San Francisco

Department of the Interior

Fish and Wildlife Service, Regional Office

Department of Transportation

Coast Guard, 12th Coast Guard District

State Agencies

San Francisco Bay Conservation and Development Commission

Fish and Game Department

State Historic Preservation Officer

Department of Navigation and Ocean Development

Regional, County and Municipal Agencies

Association of Bay Area Governments

City of San Francisco

Board of Supervisors

Planning Commission

Port Commission

Recreation and Park Department

Department of Public Works

Transportation Agencies

San Francisco Municipal Railway

The Project Team

Delta King Enterprises Inc, as project sponsor, will coordinate and be responsible for the activities of the project team. The restoration and preservation project will have staff and consultants with the expertise and capabilities required during all stages of development.

Delta King Enterprises has established and will maintain a strong working relationship with the National Park Service through the staff of the Golden Gate National Recreation Area, the National Maritime Museum and the GGNRA's Citizens Advisory Commission. In addition, the project sponsor has assembled a highly-qualified group of individuals and organizations to plan and complete each step of work on the Delta King project.

The project manager, Robert Taylor, is well-versed in ship restoration. A patron of the National Maritime Historical Society, Mr Taylor has previously participated in projects of this nature, including the restoration of the sternwheel riverboat Essington in connection with a redevelopment of urban space in Vancouver, British Columbia.

Mr Taylor has called upon various maritime specialists for the restoration and site preparation phase of this project. Karl Kortum, a foremost expert on ship restoration and curator of the National Maritime Museum in San Francisco, consults regularly on the historical accuracy of the riverboat Delta King's restoration.

URS/John A Blume & Associates of San Francisco, marine engineers, have been consulted on the various engineering aspects of the proposed mooring of Delta King at Aquatic Park Lagoon.

The naval architectural and marine consulting firm of David J Seymour Ltd of San Bruno has prepared the initial study of the salvage and repair plans for Delta King and will continue to serve as architectural consultant.

Assistant project manager John Hugo, an associate of Thorman & Associates, has a background in new project development and management with that company and Lincoln Property Company.

Thorman & Associates is involved in the project as timeshare development and management consultants. Under the direction of Dick Thorman, the company has compiled a successful record of developing recreational timeshare properties in prestigious destination areas nationwide. The company's sensitivity and pride make it the logical choice for the Delta King project.

Resort & Urban Timeshares Inc (RUTI) provides financial support for the project. Sweetwater Properties, an experienced timeshare company and an affiliate of RUTI, will provide sales management for the project. Financial underwriting has been committed from within the group of participants.

Howard Wexler, a San Francisco attorney from the firm of Feldman, Waldman & Kline, serves as legal counsel and advisor.

HMS Associates, a San Francisco-based public affairs firm, headed by Marcia Smolens, is community relations consultant.

The project team is rounded out by Beyl & Boyd Inc, Communications and Marketing Counsel, a San Francisco-based planning and service organization which has extensive experience in related projects of historical restoration, waterfront development, passenger ship lines, hotel operations, and cultural institutions, including leading museums and international exhibitions.

REQUEST FOR
COMMENTS & SUGGESTIONS

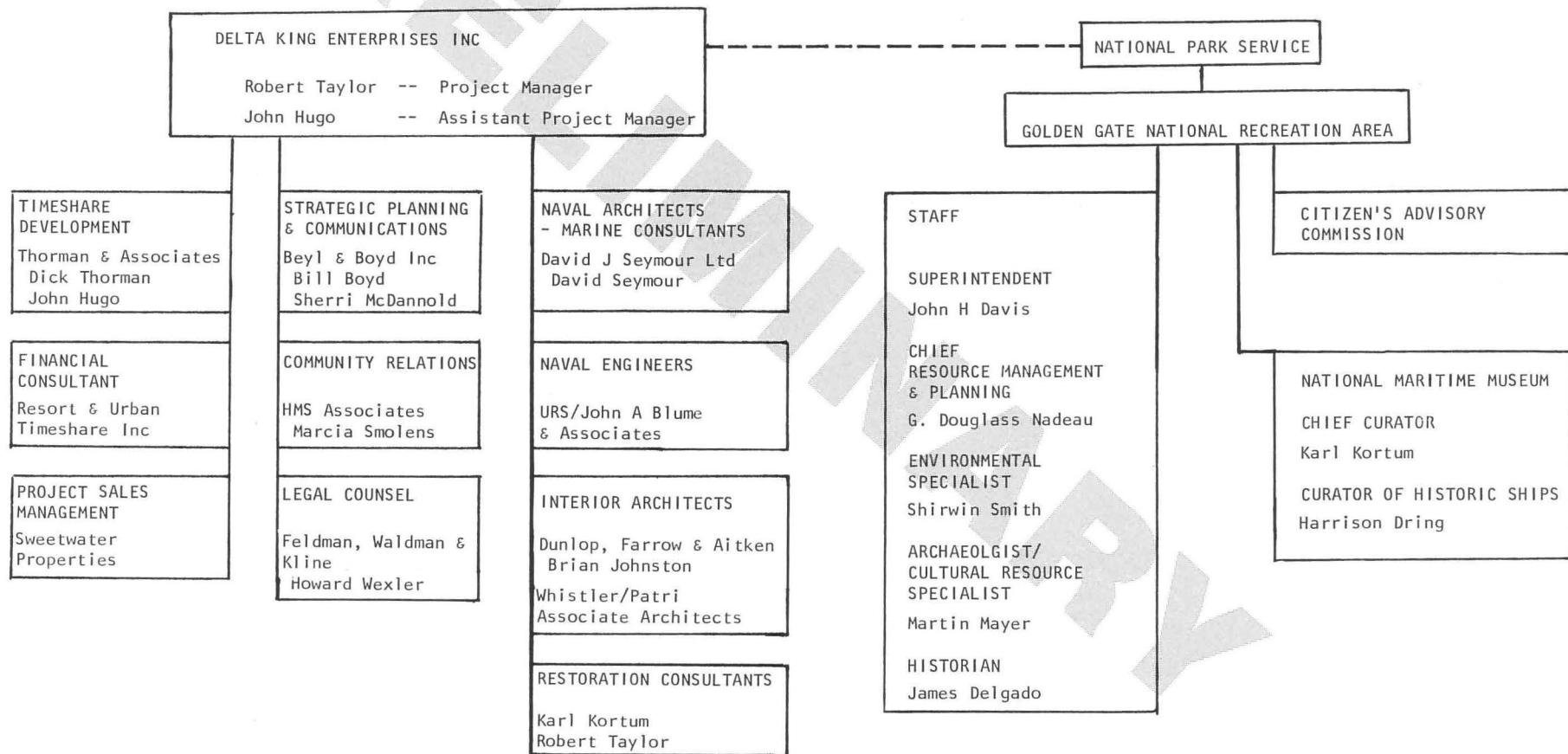
The Delta King project team welcomes your comments and suggestions on the foregoing presentation. Please feel free to contact Delta King Enterprises at:

Delta King Enterprises
177 Post Street
10th Floor
San Francisco, CA 94108
(415)434-3904

ORGANIZATIONAL CHART

RESTORATION AND PRESERVATION OF DELTA KING

EXHIBITION OF DELTA KING WITH FLEET
OF HISTORIC VESSELS IN AQUATIC PARK LAGOON



RESEARCH CENTER
SF MARITIME NHP

